The Marine Record.

ESTABLISHED 1878.

VOL. XV. CLEVELAND, OHIO, MARCH 17, 1892. NO. 12

Maritime Law.

(District Court, S. D. New York. January 9, 1892.)

1. Contempt—Resistance to Process of Court—Where the marshal had served process on the vessel owner, who had read enough of the paper handed him to know its meaning, and who thereafter refused to obey the orders of the officer as to where he should go, and who, when the officer stepped ashore to call a keeper, steamed away with his vessel, held, such acts constituted a resistance and evasion of the process of the court, subjecting the vessel owner to the penalties of a contempt.

2. Same—Fine—Amount—Marshal's Expenses.—As it appeared possible, however, that the vessel-owner might not have understood the character of his act, the court would only impose as a fine the actual expenses incurred by the marshal in searching for and retaking the vessel.

(District Court, S. D. New York. January 12, 1892.)

1. Salvage—Necessary for aid—Power of Master to Contract—In an emergency the master of a ship is not required to obtain special authority from his owners before entering into a contract to pay an agreed amount for salvage aid.

2. Same — Enforcement of Contract — Reasonable Amount—An admiralty court, however, will look at the reasonableness of the amount agreed on before enforcing a salvage contract.

Circuit Court, E. D. Pennsylvania. December 11, 1891.

1. Injury to Employe—Negligence—To leave a small trimming hole in the lower deck of a vessel, a short distance from the main hatch, open and unguarded, when the vessel was unloading, and the between decks, where it was to be expected the stevedores discharging the cargo would necessarily go, was dark and unlighted, is negligence, for which the ship is liable. The Helios, 12 Fed. Rep. 732, followed.

2. Same—Contributory Negligence—A stevedore engaged in unloading a vessel went between-decks to get his overalls and change his clothes preparatory to going to work in the lower hold. The between-decks was dark, and he fell through a "feeding hole." It was the ship's duty to keep the "feeding hole" closed. Held, he was justified in believing the hole closed, and was not guilty of contributory negligence.

3. Same—Liability of Vessel—A vessel is responsible for an injury happening to a shoveler employed by the stevedore that she employed to unload the vessel, when such injury occurs through her own unsafe condition.

(Circuit Court, E. D. Louisiana. June 4, 1883.)

1. Carriers of Goods—Connecting Lines—Partnership—Where the owners of several steam-boats are not in fact partners, and do not own or use any property in common or share any of the profits, the fact that they allow their boats to be advertised as forming a line under a common name, and have a common agent, who solicits custom and transacts business for all, does not make them jointly liable for the torts and contracts of each other.

2. Same—Bill of Lading—Notice—The fact that a bill of lading for goods shipped on one of the boats was made out in her name only was sufficient notice to the shippers that she and her owners alone were bound by the contract. 10 Fed. Rep. 768, affirmed.

(District Court, E. D. Pennsylvania. November 10, 1891.)

1. Charterers' Agents—Liability for Freight—Brokers who have no connection with a cargo, except as brokers to sell same, collect the amounts due, and pay the freight, are not personally liable for the freight.

2. Duty of Master—Collection of Freight—It is the duty of a master who has seized, under the provision of a charter, bills of lading, the freight on which amounted to a greater amount than the charter freight, to accept the freight due under the charter party, when tendered, and to authorize the agents of the charterer to collect the freight on the bills of lading.

(Circuit Court of Appeals, Second Circuit. December 14, 1891.)

1. Salvage — Discretion of Trial Court — Review—Although the amount of salvage rests in the discretion of the court awarding it, an appellate court may reduce the award, if in making it there was a clear and palpable mistake, or violation of just principles, or a departure from the path of authority.

2. Same—Excessive Award — Evidence—A vessel at anchor in New York harbor, laden with petroleum in wooden cases, took fire, and, but for the prompt services of tugs which came to her assistance, would have been totally destroyed in a few moments. The saving to the owners was ascertained to be $81,400, and $20,000 was awarded the tugs as salvage. The vessel was of iron, and iron rigged. The salvors encountered no peril to person or property, and the extinction of the fire required no extraordinary exertion on their part. Held, that the award of salvage was excessive, and should be reduced to $12,000.

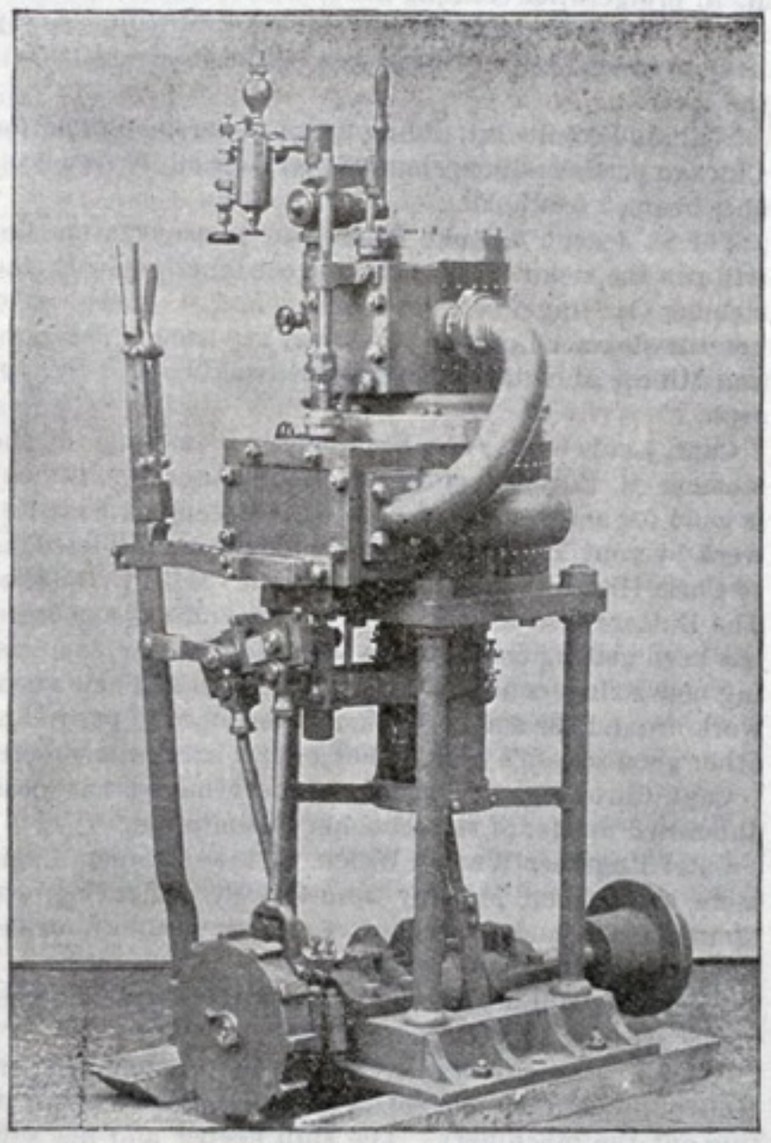
44 Red. Rep. 90, reversed.

STEEPLE COMPOUND MARINE ENGINES.

THE accompanying illustration represents a Steeple Compound Marine Engine, in the construction of which the Chicago firm of Chas. P. Willard & Co. make a specialty. These engines represent the maximum efficiency and economy of fuel in the minimum of space and are built in the following sizes: 5 and 10x5, 6 and 12x8, 7 and 14x10, 8 and 16x12.

As shown, the cylinders and entablature are supported on four wrought steel columns. The engines have bored slides with ample wearing surfaces, and are fitted with self-centering cross-heads, by which the cross-head end of the piston rod cannot possibly be thrown out of line. They are also fitted with Hopkins' patent self adjustable crank pin boxes by which the entire wear is taken up automatically, requiring no attention from the engineer; in fact, there are no gibs or keys at the crank pin, and no possibility of doing anything but oiling it. The advantage of this feature for a small boat engine is so obvious that we need not dwell upon it. Adjustment is made at the time the engine is built and it is automatic thereafter. The builders guarantee this rod to run cool and noiseless under the most severe conditions.

All motion pins about these engines are of steel, and all wearing parts are adjustable, thoroughly counterbalanced, and designed for high



speed, fitted with quick opening throttle valves and automatic sight-feed lubricators.

The only weight of these engines that is above the ordinary height of a single cylinder and fore and aft compound type of corresponding size in the small high pressure cylinder. As the firm of Chas. P. Willard & Co. is one of the most extensive builders of fancy tonnage in the United States their guarantee on this handsome and compact engine is ample security for its reliability and eminent advantages which the builders claim for the special construction.

AN IMPORTANT VESSEL TRANSFER.

Captain James Davidson, of West Bay City, sold the large wooden steamer City of Paris, last week. This steamer has been purchased by Captain John S. McNeil, West Bay City, he having sold out his interest in the D. Leuty and Bottsford to take command of this fine new towage. The other owners are Thomas Cranage and J. W. McGraw, of Bay City, and E. Smith, of Buffalo. The deal by which the above named gentlemen come into possession of one of the finest wooden craft on the lakes was closed for $140,000.

The dimensions of the City of Paris are as follows: Length over all, 320 feet; beam 41 feet; molded depth 26 feet. She is equipped with triple expansion engines, 20, 33 and 54 inches, with 42 inch stroke. She is furnished with the latest improved appliances including the "Providence" windlass manufactured by the American Ship Windlass Co., Providence, R. I. Williamson's steam steering gear and steam quarter deck hoists. Her carrying capacity is 3,200 net tons, and she develops a speed of 13½ miles an hour, loaded.

The City of Paris was one of the "Big Four," commenced at Davidson's yards in 1890 and completed last year, being launched on Thursday, May 21. The names of the "Big Four" are City of Paris, the City of Berlin, City of Glasgow and City of London. The boats were put into the ore carrying trade and finished the season, running between Lake Superior ports and Buffalo and represent the finest, best equipped and largest wooden tonnage afloat on the lakes.

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN AND NORTHWESTERN LAKES.

Seul-Choix Pointe Light.

Notice is hereby given that, on April 15, 1892, a fixed white light of the fourth order will be exhibited from the temporary structure erected on the extremity of Seul Choix Pointe, northern end of Lake Michigan, Michigan

The light will illuminate 270° of the horizon extending from N. N. E. through eastward and southward to W. N. W. Bearings are true and from seaward.

The focal plane is 56 feet above mean lake level, and the light may be seen, in clear weather, from the deck of a vessel 10 feet above the lake, 14 statute miles.

The light will be shown from an octagonal wooden lantern, painted black, surmounting a pyramidal open framework tower 47 feet high from its base to the focal plane. The upper part of the tower is enclosed.

The approximate geographical position of the lighthouse, as taken from Chart No. 10 of the United States survey of the Northern and Northwestern Lakes, is:

Latitude, North 45° 55′ (16″.) Longitude, West, 85° 54′ (39″.)

Distances and true bearings of prominent objects are approximately:

Scotts Point (S. tangent,) E. N. E. ⅜ E., (N. 76° 45′ E.,) 10⅜ statute miles.

Squaw Island (N. tangent,) E. S. ¼ E. (S. 70° 42′ E.,) 16½ statute miles.

Gull Island (E. tangent,) S. by E. ¼ E. (S. 14° 15′ E.) 14 ⅜ statute miles.

By order of the Lighthouse Board.

JAMES A. GREER,
Commodore, U. S. Navy, Chairman.

Office of the Lighthouse Board:
Washington, D. C., March 9, 1892.

CANADIAN WRECKING COURTESIES.

The following is a complete copy of the Government Bill introduced at Ottawa last week, for reciprocity in wrecking:

1. United States vessels and wrecking appliances may render aid and assistance to any vessels and property wrecked, disabled or in distress in the waters of Canada contiguous to the United States.

2. Aid and assistance include all necessary towing incident thereto.

3. Nothing in the customs or coasting laws of Canada shall restrict the salving operations of such vessels or wrecking appliances.

4. This act shall come into force from and after a date to be named in a proclamation by the Governor-General which proclamation may be issued when the Governor-in-Council is advised that the privilege of aiding any vessels wrecked or disabled in United States waters contiguous to Canada will be extended to Canadian vessels, and wrecking appliances to the extent to which such privilege is granted by this act to United States vessels.

5 This act shall cease to be in force from and after a date to be named in a proclamation to be issued by the Governor-General to the effect that the said reciprocal privilege has been withdrawn, revoked or rendered inoperative with respect to Canadian vessels or wrecking appliances in United States waters contiguous to Canada.

The American Steel Barge Co. intend to bring to the Lakes the two whalebacks 201 and 202, built at Brooklyn N. Y. Evidently the company has discovered that the home and stronghold of the barges is on the Lakes.

(ORGANIZED 1880.)

CLEVELAND VESSEL OWNERS' ASSOCIATION.

(Membership 1892)

One hundred and sixty-three steamers, and One hundred and forty-four sail and barge, } Aggregating 298,127 tons.

Maintains shipping offices at Cleveland, Ashtabula Harbor, Fairport and Toledo. Regulates wages, protects crews and takes cognizance of all matters in the interest of the members and of the lake commerce generally.

OFFICERS:

H. M. HANNA, - - - - - - President.
M. A. BRADLEY, - - - - - Vice-President.
GEORGE P. MCKAY, - - - - - Secretary and Treasurer.
H. D. GOULDER, - - - - - - Counsel.

MANAGERS OR ADVISORY BOARD:

H. M. Hanna, R. K. Winslow, Thomas Wilson, P. G. Minch, M. A. Bradley, W. D. Reese, Geo. P. McKay, J. H. Palmer, B. L. Pennington, W. C. Richardson, J. W. Moore, Jas. Corrigan, H. G. Dalton, H. H. Brown.

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H. M. Hanna, M. A. Bradley, Thomas Wilson, J. W. Moore, Geo. P. McKay, James Corrigan, B. L. Pennington.

THE MARINE RECORD.—Official Paper.

NEWS AROUND THE LAKES.

CLEVELAND, O.

The new steamer now under construction at the yards of the Chicago Shipbuilding Company for Cleveland owners will be named the "Cadillac."

Captain W. E. Hettrick, of Lakeside, and Captain P. J. Girrard were elected to membership in the Excelsior Marine Benevolent Association last week.

Capt. W. B. Scott has withdrawn from his business as marine insurance agent on account of continued ill health. W. C. Scott, who has been a partner in the firm for several years, will conduct the business at the same offices. Captain Scott is well known in marine circles, and has always been held in esteem by those with whom he has been brought in contact during his long business career.

Captain John Corrigan, 720 Perry-Payne Building, has use for a double hoisting engine, with drums, an upright boiler, and a capstan windlass.

One of the most enjoyable reunions ever participated in by any organization was that of the civil engineers twelvth annual banquet held at the Hollenden on Tuesday night. Over 200 gentlemen sat down to the repast, and good fellowship was the order of the evening. The civil engineers of the United States are second to no other body of skilled scientists in the world.

Mr. R. K. Winslow, the veteran vessel owner of this port, is again suffering under a severe attack of bronchitis. Mr. Winslow has a large circle of friends in the marine fraternity, who hope that the fine spring weather now approaching will have a beneficial effect on his health.

A correspondent is desirous of learning the whereabouts of the little passenger steamer or steam yacht Cyclone recently hailing from Cleveland. We would be pleased to learn from our readers any particulars regarding this craft. The only information at hand locates her at a Lake Michigan port, presumably Charle Voix.

Work at the yards of the Cleveland Ship Building Company is being carried on with all possible dispatch, and the first new freight moniter will be launched in about two weeks. Already there is a rumor that another monitor keel will be laid for a Cleveland firm as soon as number one vacates the blocks, and this style of vessel for lake service is thus early pronounced as a "dollar-grabber."

CHICAGO, ILLS.

Special to the Marine Record.

At the meeting of the Chicago No. 2, E. M. B. A., Wednesday afternoon, March 9th., the members were presented with a very handsome polished oak book case, the gift of O. S. Richardson, the coal merchant. It was very much admired and a unanimous vote of thanks was accorded the donor for his liberality.

Capt. Stephen Jones, who has commanded the steamer Lucille since she came out in 1884, will this year be master of the barge Churchill, consort of the steamer Niko, commanded by Capt Robert Jones, formerly of the steamer City of London, Panther and Hudson. Capt. S. Jones left here Saturday night for Detroit, where the Niko and Churchill are in winter quarters loaded with grain for Buffalo.

Capt. N. P. Peterson, of Sheboygan, is here and has fitted out and bent the sails on the schooner Rosa Belle, recently purchased by him. He will sail for Sheboygan the first fair wind.

Capt. Orville W. Green left here Sunday for Buffalo to fit out the steamer Griffin.

Capt. Frank B. Higgie was appointed secretary of the Chicago Vessel Owners' Association at their meeting March 5th.

Capt. John McReil, who will command the steamer City of Paris, the coming season, arrived here Monday to have her fitted out.

Capt. William Calbeck was seriously injured last Thursday afternoon by falling into the Chicago Dry Dock Co.'s dock. He was working on the steamer J. L. Hurd, and the plank on which he stood slipped from under him and he fell a distance of 55 feet, the back of his head coming into contact with the bottom of the dock. He was taken to the County Hospital, and was unconscious and delirious for three or four days. His brother Capt. James Calbeck had him removed to the Presbyterian Hospital Tuesday afternoon. We are glad to know that he is improving and that hopes are entertained of his recovery.

Chief Engineer J. J. Stevens, of the steamer Emily P. Weed, and his assistant engineer Edward Whipple, two sailors and three firemen, arrived here Monday morning from Detroit to fit out the machinery of the Weed.

The steamer City of Marquette, which has been chartered by the Graham & Morton Transportation Co., arrived here Tuesday with 35 passengers, and a large amount of merchandise from St. Joseph and Benton Harbor. She will make tri-weekly trips until the company's fine steamer City of Chicago is again put in commission.

Chief Engineer Michael Maher left here Tuesday night for Grand Haven to join the steamer Mary L. Boyce, and fit out her machinery.

Tom Sullivan, the vessel supply man is having his store at 21 Rush street thoroughly renovated and put ship shape for the coming season's work. He will have everything of the best, and hopes all his old friends and many new ones will give him a call.

Capt. John Prindiville is away on a Southern trip.

Chief Engineer Jenkins, of the Neshoto, arrived here Monday, also Capt D. Mallory, of the G. G. Hadley.

I do nor hear of any grain freights having been made since my last letter. Vessel owners and agents are holding their vessels for 4 cent freights on wheat to Buffalo.

The steamer George T. Hope, which had loaded grain at the Santa Fe, Keith and Rock Island elevators, got stuck on the bottom in the draw of the Wisconsin Central R. R. bridge when crossing down the river Tuesday morning. She was drawing 15 feet 5 inches, and will probably have to unload some of her cargo before she can get down the river.

William Scoville is building a handsome sloop yacht for Chicago parties—dimensions 40 feet over all, 9 feet 9 inches beam, 5 feet hold.

The St. Joseph & Lake Michigan Transportation Co. will run the steamer Soo City in conjunction with the steamer Ossifrage, between Chicago and St. Joseph, and not the steamer Lora, as previously reported. The Lora and Minnie M. will run between Milwaukee and St. Joseph.

Capt. Louis Olsen, who has been in command of the steamer M. F. Butters for 5 years and whose appointment is good for another season wishes the statement made last week by your Ludington correspondent contradicted, as to Chris Hanson's appointment to the M. F. Butters. The Butters is in winter quarters here and Capt. Oleson has been getting considerable work done on her, comprising new stringers and rail, part new cabin and new woodwork around the smoke stack, and he hopes to put in another good season's work on her and probably many more.

Capt. Chris Oleson, formerly of the Minerva, has been appointed master of the schooner Resumption.

Chief Engineer Warren Welch, of the steamer Elfinmere, arrived here Monday from Detroit. Chief Engineer Charles Price and Assistant Engineer Hankey of the steamer Germanic are also here.

Joseph H. McLary has been appointed chief engineer of the steamer City of Charlevoix.

Chief Engineer George Wilson, of the steamer Robert Holland, was taken sick of typhoid on board when fitting out the machinery. The ship keeper and his wife are nursing him and he is progressing favorably.

Capt. Dunham has handed over his tug W. L. Ewing, to the smoke preventive society of this city until May 1st, for the purpose of making experiments with various smoke consumers, one of which is being placed on her and will soon be tried.

WILLIAMS.

DETROIT, MICH.

Special to The Marine Record.

Edward A. Evans, observer in the Weather Bureau, at Detroit, Mich., has been promoted by Secretary Rusk to the grade of local forecast official.

The Sulphite Fibre Co., Capt. M. W. Humphrey, general manager, have purchased the Shaw-Eddy Line tonnage, John F. Eddy and consort John Shaw, for $116,250. Capt. George McCullagh will now sail the Eddy.

At a meeting of Detroit vesselmen held last Thursday, an organization was perfected to be known as the Michigan Vessel Owners' Association, the object being to give it greater strength by taking all owners in the state.

Elsey & King, tug owners and vessel agents, have dissolved partnership. The senior member, George Elsey Jr., will manage S. B. Grummond's tugs this year. Mr. King has accepted a position with Parker & Millen. The latter firm will take the place of the former as agents for the Charlton line of tugs, consisting of the Balize and Onaping.

The Davis Boat & Oar Co. are building for the Globe Iron Works Co., a fine little steam launch, life-boat, gig and tender for the steam yacht Comanche, to be finished about May 1st. This equipment will be the finest and most complete ever placed on board of any yacht on fresh water. The steam yacht now building for M. Cudahy, of Chicago Ill., is nearly completed and will be launched some time this month. She is a very fine cruising steam yacht fitted with triple expansion engines 6½, 10 and 16 by 10 inch stroke, and a Robinson patent water tube boiler, having a pressure of 200 lbs. of steam.

The greatest ice crusher in the world will be built by the Detroit Dry Dock Co. for railroad car ferry service in the Straits of Mackinac to replace the Algomah. Her cost will be more than any vessel ever built on fresh water, viz. $325,000. She will of course be a double ender, have a double set of engines and propeller wheels, and develop 4000 horse power. Her general dimensions will be 300,52 and 25 feet. In addition to the foregoing, the largest steel steamer afloat on the lakes and the most lengthy freight carrier under the flag is to be built by the company, with every prospect of a duplication of the tonnage for another firm.

The marine-insurance agents will meet next Tuesday to agree on hull rates. There have been but few changes in the agencies during the winter. Worthington & Sill have been made general agents of the Greenwich, Smith, Davis & Co. of the Orient of Hartford, and P. H. Fleming of Chicago of the Sun of California. Burton, Calbick & Cook is the name of a new firm in Chicago, which has the general agency of the Cincinnati Underwriters. This was and is still held for that matter by J. C. Burton & Son, of Detroit, and this firm will remain here, but will confine itself to fire insurance, the junior member becoming the head of the new firm in Chicago.

Any person who is owner or part owner in a vessel, or who is the authorized representative of any owner, may become a member. The yearly dues are 1 cent per net registered ton represented. The following officers were elected: President, Capt. Eber Ward; vice-president, Capt. E. M. Peck; secretary and treasurer, W. A. Livingstone; board of directors, David Carter, A. A. Parker, William Livingstone Jr., James H. Candler, Robert T. Gray. The resolution to send delegates to Washington to work against the passage of the objectionable Frye Bills Nos. 2355 and 1755 passed by the Detroit Association was supported.

TORONTO, ONT.

Special to The Marine Record.

The Campana, will be placed in the freight and passenger trade between Chicago and Kingston. Capt. John McNabb will have command with Frank White as chief engineer.

Captain John H. Scott, of the propeller Persia, was in town this week on his way from Kingston to St. Catharines to fit out his steamer for the coming season.

Captain Crangle, president, of the Canadian Marine Association was unable to accompany the deputation to Ottawa as he is laid up with a very severe attack of illness.

Captain W. VanVlack, who has been managing the Royal hotel at Picton, for the past three years has sold out his interest in the business and is going to resume his marine career.

Mr. A. W. Hepburn, of Picton, was in the city last week on business in connection with his steamers. He prophesies a good seasons business between Bay of Quinte ports and Montreal.

Mr. H. A. Young, late of the propeller Ocean, has been appointed purser of the United Empire of the Beatty Line, we congratulate him on his appointment feeling sure he will be successful in his new employ as he has always been noted for his courtesy to the traveling public.

At the last regular meeting of the Canadian Marine Engineer's Association, it was resolved to petition the Minister of Marine to have a stricter inforcement of the law compelling engineers to exhibit their certificates in their engine rooms and also that all custom house officers be instructed to examine certificates and see that the boats have regularly qualified engineers.

The following appointments have been made for the ensuing season: Mathews Line, steamers, Niagara—Capt. Jas. Morgan, Engineer Isaac Boyd; Clinton—Capt. M. Troy, Engineer James Bracken. Schooners, Emerald—Capt. John Philp; Laura—Capt. S. C. Malcolmson; Clara Youell—Capt. Geo. Philp; Lisgar—Capt. H. McClory; schooner, Grimsby—Capt. N. R. Maitland.

Merchants Line, steamers, Persia—Capt. John H. Scott, Engineer Alex Ramsey; Ocean—Capt. J. T Towers, Engineer Robert Black; Purser—John Malcolmson, Engineer John Harrington; Alma Munro—Capt. T. Brown, Engineer W. Milne; Cuba—Capt. J. C. Hume, Engineer W. Kennedy; Celtic—Capt. Oliver Patenande, Engineer Ed. Taylor; Lake Michigan—Capt. John Clifford, Engineer Neil Kirkpatrick. St. Magnus—Capt. Medge, Engineer J. A. Free; L. Shickluna—Capt. H. O. Jackson, Engineer W. Cunningham. Capt. Jas. Ewart

will sail the steamship Rosedale, with Jas. H. Ellis as chief engineer.

A deputation consisting of delegates from the Canadian Marine Association and Board of Trade, of Toronto, Hamilton, St. Catharines and Kingston, waited on the members of the cabinet last week to make a strong protest against any rebate being allowed in grain transhipped at Ogdensburg on the ground that it would hand over the whole carrying trade of the lakes to United States bottoms. Their representation received all due attention from the Ministers but it is generally believed that no rebate will be granted this year and that all grain, whatever its destination may be, will have to pay the full toll so that all parties will be on a uniform basis. The delegation also urged on the Government the necessity of pushing the work of deepening the St. Lawrence canals so that a larger class of tonnage could get through to Montreal and so much transhipping at Kingston would not be necessary.

The provisions of a bill introduced by Hon. Mr. Tupper in the Dominion Parliament, last week to further amend the Steamboat Inspection Act relate to regulations respecting life-boats, engineers and firemen, and passenger barges towed by steamers. The regulations respecting life-boats are amended to allow of certain kinds of life-boats not admissible under present regulations but quite sufficient and seaworthy in the judgement of capable mariners, with regard to passenger scows towed by steamers, it is provided that they shall pay $10 for inspection, at present they do not contribute anything to the costs of inspection. The section respecting engineers and firemen reads as follows: "No person shall act in the double capacity of engineer and master on any steamboat or as engineer and fireman on any steamboat over seven nominal horse power and required by law to carry a certificated engineer, except in cases where the boiler is fired from the engine room."

A Bill was introduced by Hon. Mr. Bowell, respecting reciprocity in wrecking. It provides that United States vessels and wrecking appliances may render aid and assistance to any vessels and property wrecked, disabled or in distress, in the waters of Canada contiguous to the United States such aid and assistance to include all necessary towing and that nothing in the customs or coasting laws of Canada shall restrict the salving operations of such vessels or wrecking appliances. It is provided that the Act shall come into force upon proclamation by the Governor General-in-Council, which may be issued when the United States extends reciprocally to Canadian vessels and wrecking appliances the same privileges as those held out by Canada in this Act, and that its operation shall be brought to a termination also by proclamation in the event of the said reciprocal privileges being withdrawn by the United States or rendered inoperative. It is supposed that this bill is one of the outcomes of the Ministers recent visit to Washington.

SPARTA.

BAY CITY, MICH.

Special to The Marine Record.

Capt. Thomas Chron left yesterday for Chicago to take charge of the lake tug J. C. Perrott.

Newton E. Smith, at present engineer at the water works pumping station, has resigned and accepted a position on the lake tug Mocking Bird.

Capt. Armstrong has not yet decided whether he will continue to run his two boats, the Sailor and Post Boy on their old route between the lake front and Jackson Park at Chicago this season or not.

The steamer Leuty will be commanded by Capt. Morrison, of St. Clair, and will have the following tow: Bottsford, Capt. Lovell, of West Bay City, G. K. Jackson, Capt. Curtis Jackson of Algonac, Exile, not yet decided.

The Eddy-Shaw fleet will be officered this season as follows: Steamer C. A. Eddy, Howard L. Shaw, captain; M. Owen, chief engineer steamer E. C. Pope, H Zealand captain; R. Hill chief engineer, schooner N. A. Eddy, F. W. Manuel captain.

The contract of Messrs. Eddys & Shaw with the Detroit Dry Dock Co., for the construction of the new straight back, involved a trade. They transferred the steamer John F. Eddy and consort barge John Shaw, to the Dry Dock Co. for $85,000, ond $33,700 consideration respectively, a total of $118,700.

The same day that Capt. J. S. McNeil purchased an interest in the City of Paris. He sold his interest in the steambarge D. Leuty, and the barge Bottsford, to George D. Jackson, of this place, Capt. McNeil who has commanded the Leuty for a number of seasons, will, the coming season, have charge of the City of Paris. He is now in Chicago, where she is in winter quarters, fitting her out and getting ready for this season's work.

One of the most important transfers of vessel property recorded here for some time, was made last week, when Capt. James Davidson sold the steamer City of Paris to a company composed of Thomas Cranage and J. W. McGraw of this city, and Capt. John S. McNeil of West Bay City. The consideration is private and is understood to be about $150,000. The City of Paris is one of the fleet commonly known as the big four, and was built at Davidson's yard, being launched in May of last year and leaving the river with the other three boats of the fleet on the 4th. of July, the City of Berlin, City of Glasgow, and City of London. The boats last year were put in the ore carrying trade running between Lake Superior points and Buffalo. The intention of the new owners is not known, but it is supposed they will continue the City of Paris in the same business. She is a strictly first-class boat and is furnished with the latest improved appliances. Her carrying capacity is 3,200 net tons. and she develops a speed of 13½ miles per hour, loaded.

J. P. R.

BUFFALO, N. Y.

Special to The Marine Record.

Smith, Davis & Co., have been appointed general lake agents for the Orient Insurance Co., of Hartford, Conn., a strong corporation. They now represent five staunch marine companies.

William McKittrick has been engaged as chief engineer of the Buffalo & Niagara Falls Excursion Co. He is a man of ability and experience. He was engineer of the propeller Samuel Marshall last season, and was formerly on the City of Rome.

Manager McLeod of the Inland Lloyds, and Messrs. S. V. Parsons and James Mowatt are hard at work on the new issue of the Lloyds, which will be ready for the printer by Saturday. An April supplement is to be issued. No great amount of the new tonnage will appear in the 1892 issue, but the later supplements will show a very healthy addition to the lake fleet. Very few changes are expected to be made in the classification and valuation of last year.

MT. CLEMENS, MICH.

Arthur Dulac is having the engines of his yacht Adell compounded by S. F. Hodge & Co., of Detroit.

Captain John Ruby will command the steamer Norwalk this season, he having purchased Captain Syd Scott's interest in the Norwalk. She is still under the control of Captain Dulac as managing owner.

At the yards of Captain Dulac, Mt. Clemens, the barge Fulton is receiving a thorough rebuild. She is receiving a new frame, ceiling, all outside planking, new decks and deck frames, staunchions and bulwarks. The barge Transfer is also having large repairs made. She is receiving new frames, ceiling, outside planking, new decks and deck frames. The barge Ogden is receiving large repairs, new decks, and other repairs.

CHARLEVOIX, MICH.

Special to The Marine Record.

There is very little ice to be seen off this port, and navigation is practically open.

Capt. George Jepson has sold his half interest in the Clara Belle to Connable & Sons of Petosky, consideration private.

The schooner Peoria is receiving new monkey rail and other repairs, also a new main sail made by Joys Bros. & Co. of Milwaukee.

The schooner Sea Gem is undergoing a thorough rebuild at Smith's yard under the supervision of Jos. Swails. Capt. Edgar Gebo, who owns a half interest in her, will take charge again this season.

At Washburn's yard, the fishing tugs Clara Belle and D. L. Babcock, owned by Connable & Sons of Petoskey, are out for necessary repairs. Capt. Fullock is putting a new main mast in the schooner F. M. Smith.

At Campbell's yard, the tugs William Parks and J. L. Higgie owned by Capt. Mel Thompson are having considerable work done. The Parks is receiving new ceiling, rail, stanchions and new stem. Campbell is also giving the passenger steamer Grace Barker, owned by Capt. Crysler of Harbor Springs, a thorough rebuild.

The scow Lottie Mason, owned by Weaver & Sutton, will undergo necessary repairs and receive new sails from Joys Bros. & Co. Capt. John O'Neill is having the tug Minnie Warren's boiler repaired, also new shaft and new wheel. S. S. Burke, manager of the Northern Michigan Line, was here Monday looking after the interests of his boats the Lawrence and City of Charlevoix. Capt. Emory and Engineer Gifford arrived here Monday from Traverse City, and will fit out the steamer Cummings at once for the Bay trade.

Capt. Geiken steamed up his tug the Frank P. Geiken on the 9th and broke the ice in Round Lake, and on the 10th broke through a field of ice in the Bay, and set 120 nets between here and the Manitous and got back that night about six o'clock. Capt. Geiken is one of our most enterprising fishermen; this is the earliest navigation on record. The same day Capt. Neal Gallagher, better known as Big Neal, of Beaver Island drove across from the Beavers with a team and landed at Cross Village. Big Neal owns the schooner Evaline Bates, and Capt. Oliver Teisford of this place will sail her the coming season. Neal states that Capt. Roddy who has worked for the last five years at the schooner Milwaukee Belle, ashore on the head of the Beavers, has at last got her on ways and in a position where she can be taken off very easy.

CHARLEVOIX THE BEAUTIFUL.

KINGSTON, ONT.

Special to The Marine Record.

The Bill to bridge the St. Lawrence river across Wolfe Island has passed the Senate. Mr. Maltley opposed the Bill on the ground that it would obstruct the St. Lawrence river and that it was inconsistent for the state to do the latter and at the same time encourage navigation by building a bridge around Niagara Falls. His constituents wanted the canal built but they wanted the navigation of the river free from obstruction.

One of the most important marine cases that has ever come before the courts in this section is now being tried by Judge Williams and a jury in the Supreme Court at Watertown. It is the case of Mary Senecal vs The Thousand Island Steamboat Co. for damages for the death of John Senecal the plaintiff's husband, in a collision between the steamer St. Lawrence and yacht Catherine near Alexandria Bay, on the night of the 17th of July, 1890, by which casualty John Senecal, the engineer of the Catherine, and four passengers on board that steamer, lost their lives. Messrs. Purcell and Thompson of Watertown are conducting the case for the plaintiff, and Harvey D. Goulder of Cleveland associated with Messrs Porter and Waltz of Watertown have charge of the defense. The case commenced on Tuesday morning, and the score of witnesses on each side had not been examined until Saturday noon, when the court adjourned until Monday morning. The blizzard of Sunday prevented the trains from running and the jury were not on hand on Monday morning, when the case was further adjourned until Tuesday, when Mr. Goulder will sum up for the defence. Capt. M. D. Estes, the master of the St. Lawrence, was examined by Mr. Goulder, and graphically told the story of the collision. He said that after leaving Deer Island he shaped the course of the steamer St. Lawrence for Alexandria Bay to pass to the eastward of Sunken Rock Light. Shortly afterwards he sighted a red and green light off his starboard bow one point. The St. Lawrence blew two blasts of the whistle which was answered by two blasts from the other boat. After proceeding about half a mile further, the lights still in view and broadening off his bow, Capt. Estes sounded two more blasts of his steam whistle which was answered by two blasts from the other boat. Immediathly afterwards the Catherine ported and shut out her green light, when the master of the St. Lawrence stopped and reversed his engine, but too late to avoid hitting the other vessel. The plaintiff's claim that the red light of the Catherine was in plain view to the master of the St. Lawrence for some time previous to the collision, and as the Catherine was off the starboard bow of the St. Lawrence, the latter under the rule was obliged to keep out of her way, and had therefore no right to blow the two whistle signal. In support of their complaint they submit the evidence of one Henry Dowen, fireman of the steamer St. Lawrence, who testified that he was on the deck of that steamer and distinctly saw the red light only of the Catherine for some time previous to the collision, and also heard Mr. Chestnut (the steamboat inspector who was on the deck of the St. Lawrence) tell Capt. Estes to bear down on the approaching steamer so that he (Mr. Chestnut) might see her name as she had not her proper range lights exhibited. The plaintiffs claimed that the obeying of this order by Capt. Estes was one of the causes of the collision, but against this testimony the defense put forward the testimony of the captain, mate and wheelsman of the St. Lawrence, who testified that the course of that steamer was not changed until the green light of the Catherine disappeared, when the St. Lawrence's wheel was put hard a port. The red lamp screen of the Catherine was exhibited and Mr. Goulder put Capt. Donnelly, the Canadian steamboat inspector in the witness box, when the latter proved conclusively that this lamp screen was not a proper one and had been pointed at the forward end since the steamer was last inspected. Capt. Donnelly also gavea lot of expert testimony which was of some assistance in the case. The prominent feature of the casewas the magnificent manner in which Mr. H. D. Goulder conducted the examination for the defense. In the cross-examination of the plaintiff's expert witnesses, Mr. Goulder won the admiration of all present. Although kind and considerate with all, it was no use for mariners to tell him anything unless supported by fact, for by the closest practical questioning Mr. Goulder would completely overthrow any other reasoning, and by the plaintiff's own witnesses he proved conclusively that on the night of the collision the St. Lawrence had been navigated with every regard to carefulness and good seamanship, and that if the master of the Catherine had not ported his vessel's helm after the two whistle signal, the collision would not have occurred. Mr. Goulder has made a good name for himself in this section as a marine lawyer, and the result will no doubt be a verdict for the defendant Co. BY WIRE—Since writing the above, the jury has returned a verdict in favor of defendant. H. D. Goulder deserves every credit for his masterly skill in handling the case.

MAGNET.

If the reports said to have been made by the Goodrich Transportation Co. of the earnings of the Virginia, the new passenger boat of that Line, are true, they were wiser than other people thought they were in getting up such an expensive steamer. She is said to have netted over $70,000 after she came out in July, in her trips between Chicago and Milwaukee.

Correspondence.

☞ We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

LAKE NAVIGATION SIMPLIFIED.

DULUTH, MINN., March 14, 1892.

To the Editor of the Marine Record.

The idea that any avail may be had from the surveys of the Great Lakes, by the Government, and from the adoption of standard time by the railroads, whose officers in this matter builded better than they knew, seems to be above the capacity, too much for the ken of some of our pseudo navigators. They cannot see the gold that glitters at their feet.

Every well-informed navigator knows that "direction" is the ultimate object of all the astronomical work of the ship-master at sea, that all his observations and calculations are subservient to this one result, and that "place" and "local time" are immediate and indispensable precedents, when direction (azimuth) is to be found from the sun or other celestial body.

Now, in the interest of navigation, it should be known that in the latitude and longitude of the lights, as given in the U. S. List of Lights on the Lakes, and in the standard time now established, we have all the *data* requisite for finding "direction", and with but a tithe of labor and cost of preparatory training required at sea for this question.

To help in this matter, a table has been prepared by reducing the difference of longitude, between the standard time meridian and the meridian of each principal light, to time, as a time correction, and prefixing to such correction the sign for reducing standard time to local mean time.

Then as the nautical almanac for any date gives the difference be ween mean time and apparent time, prefixing to it the sign for reducing mean time to standard time, we have only to take the sum of these two time corrections to find the error of our standard time, on local apparent time.

This operation is so elementary and simple that it would be difficult to find a fifteen year old schoolboy who would admit that he was too tame, or that he had too little sand in his blood to master it.

This little problem, as we shall see, is the key that unlocks the treasure that costs so much at sea.

Here we may say that "direction" is of such importance, that tables of the bearing of the sun (that being the most available of celestial bodies to refer to) have been computed for intervals of a few minutes for the whole day, for all declinations of the sun and for all latitudes up to about 80°.

The tables (called Solar Time Azimuths) of Major General R. Shostrede and Mr. John Burdwood are of marked excellence.

An example will best illustrate the cost of finding "direction" on the lakes and at sea. Ex. At Milwaukee, May 10, (no matter for azimuth what year) I wish to swing ship for adjusting ship's compass, referring to the sun for azimuth, what is the error of standard time on local apparent time? Latitude 43° N.

Local time correction, (see table)	+ 8m. 32s.
Equation of time, (nautical almanac)	+ 3m. 48s.
Watch slow of local apparent time	+ 12m. 20s.

That is to say, counting 12m. 20s. forward on my watch, which had been adjusted to the standard (chronometer) time of 90° meridian, I have local apparent time. With this time, and with the latitude of the place as given in the U. S. List of Lights, and with the sun's declination for the date, as given in the nautical almanac, we are prepared to go to either of the above mentioned tables for the bearing of the sun any minute of the day.

Another and different example. At Duluth, September 25th Latitude 46½° N. Required the error of standard time watch on local apparent time.

Error of watch on local mean time (Table)	—8m. 20s.
Error of mean time on apparent time (N. A.)	+8m. 26s.
Standard time watch slow of apparent time	+0m. 6s.

The following enumeration will show the cost of finding the result at sea.

1. Cost of a sextant, with training to learn its use, the adjustment of its parts, and the finding of its index error.

2. Making an observation for altitude, correcting same for semidiameter, dip, parallax and refraction.

3. Use of spherics and logarithms in computing the time angle of the astronomical triangle, to say nothing of the time and labor requisite to prepare the navigator for this work.

If we should have occasion to find the place of ship, while en route between ports, we have the method of Dead Reckoning, the same as at sea, and with far greater precision for we have not such currents and tides to contend with.

It is far from my object to detract from, or in any way belittle the great worth of nautical astronomy, but on the other hand, to show those who cannot engage in a course of training preparatory for attaining to that honor, that on the lakes and coast of the United States we have all the data for finding "direction" which is the one element that suffices for the safe navigation of the lakes, with but little cost.

But our navigators must not forget the dumb compass in some form. They cannot avail themselves of "direction" without it. To go to sea without it is like going a fishing without hooks, like starting on a journey without money, like going to the feast without "oil in our lamps." H. C. PEARSONS.

YACHT AND BOAT-BUILDING.

The Detroit Boat Works, Detroit, Mich., are exceedingly busy this winter. Their facilities have been greatly increased, yet they are hardly able to take many more orders.

For V. Doller, and others in Put-in-Bay, they are building a 96 ft. steel passenger steamer, which will be fitted with a 9¾, 14½, and 24 by 14 ft. triple expansion engine, (building by S. F. Hodge & Co.), and a 7 ft. 4 in. by 12 feet, return tubular boiler. The boat will cost, when completed, nearly $18,000, and run at a guaranteed speed of 16 miles an hour. She will be ready some time in May.

For Marc Hopkins, of St. Clair, they are building a magnificent pleasure yacht which measures 106 feet on the water-line, and 120 ft. on deck. Her beam moulded is 16 feet, depth 8 ft. She will be sparred with pole masts, and have a clipper stem. Her hull is built on the diagonal plan, of North Carolina white cedar; her frame work is of white oak. The interior will be finished in the best possible style of mahogany and upholstery. While she will be built flush deck, the after cabin will have a trunk skylight about 7 feet wide, which will add to the headroom in the cabin and serve for seats on deck. All deckhouses and skylights will be of mahogany. The machinery of the boat will consist of a 7 by 8 Roberts boiler, and a 9¾, 14½ and 24 by 14 triple expansion engine, built also by S. F. Hodge & Co. She will have an independent air pump and condenser, and work under a pressure of 200 pounds.

The boat is nearly in frame and will be ready by the 15th. of May. This firm has just completed 8 large gigs and sail boats for the U. S. Lighthouse tenders building at Wheeler's yard. They have also under contract four metallic life boats for the new Detroit ferry boat, four ditto for the Graham & Morton steamer, the yawls for the new Anchor Liner's life boats for the Cleveland Cliff Mining Co's boat, three life boats for the Detroit & Cleveland Steam Navigation Co., two life boats for the Kasota, a life boat for the Escanaba Transportation Co., one dinghey, one gig and one cargo boat for the U. S. Lighthouse tender building at the Globe Iron Works Co., four life boats for the new boat building for the Clark Estate in Detroit, four boats for the new Mackinac car ferry, two yawls for the new boat for the Eddy Bros., and in all over 50 life boats and yawls. For most of the new boats now building they are also furnishing the steering wheels.

In the line of pleasure boats they are busier than ever before. For a single place in Nebraska they are building a fleet of over 60 boats, for other places south, west and east they have booked so far orders for over a hundred boats, including canoes, racing boats, launches and sail boats.

This year's record will beat anything ever accomplished on the lakes by the firm in this line.

U. S. SHIPPING COMMISSIONERS.

As no U. S. Shipping Commissioners have ever been appointed for lake ports a brief synopsis of the duties of the office, etc., will no doubt be interesting to readers of THE MARINE RECORD.

The commissioners are appointed by the Secretary of the Treasury, and are under the immediate supervision of the Bureau of Navigation, itself a branch of the Treasury Department. The law adopted in 1872 provided for the payment of the expenses of the office, as well as the commissioners' salary, by the collection of fees from the vessels to whom official services were rendered. This scale of fees was as follows: For shipping men for vessels bound coastwise or to Canada, Mexico, Central America and the West Indies, one dollar for each man shipped; for foreign or oversea vessels, two dollars per man. In paying off seamen from vessels of the first-class, twenty-five cents, and for vessels of the latter class fifty cents per man was paid.

In 1884 the collection of fees were abolished. The same method of making up accounts prevails, however, at the present time. Vessels are charged with services rendered as before, although no fees are actually collected from the vessel or the mariners. Yet, the amount due for the officers' services is deducted, and the balance equally divided between the Government and the commissioner. The amount due the commissioner is then forwarded to him by the Treasury Department. It is provided, however, that no office of the first class, (of which New York and San Francisco are the only two ports on the list), shall pay its commissioner more than $5,000 per year, and offices of the second class more than $2,500 per annum.

All vessels bound to foreign ports are obliged by law to ship their men before a commissioner, and on their return to a home-port, all accounts and money are turned over to him and he pays all wages. Vessels bound coastwise, or arriving from domestic ports may avail themselves of these privileges if they choose, but it is not obligatory.

The main advantage in shipping in a government shipping office is in the articles used in signing. In actions at law, other articles, generally faulty as they are, and nearly always unwitnessed, are very apt to be thrown out of court by the judge, but the official articles are accepted as fact without discussion.

Matters of dispute are arbitrated before the commissioner, and his decision on matters left to him for arbitration is, when properly signed and sealed, accepted as fact without discussion. He stands between the vessel and the seaman to guard the rights of both, and see that justice is done in all cases.

The establishment of such offices at the several lake ports would, no doubt, be of inestimable benefit. Articles might be signed in the spring and continued in force throughout the entire season, or by the master noting the changes taking place from time to time in his crew, and reporting to the commissioner at any port where such an officer was appointed any such changes every three months. By this means the validity of the shipping articles, and the terms of service would be clearly defined, and the just rights of employer and employe be strictly upheld.

PORT ARTHUR GRAIN TRADE.

From the sixth annual report of the Port Arthur Board of Trade, Mr. George T. Marks, President, it is learned that the elevator capacity at Port Arthur and Fort William, which, all come under the Port Arthur Inspection District, is now about 4,000,000 bushels. The Canadian Pacific elevator at that point, which has been idle for several years, is being operated, and with new and modern cleaning machinery is likely to be a great convenience to shippers. The President in his annual report states that more elevators of this kind are required and would be built but there appear to be doubts in the minds of those who wish to build as to whether the Canadian Pacific Railway Co. would give independent elevator companies equal facilities with themselves for the carrying on of their business. Your Board should take this question up vigorously and have it settled, as I am positive that independent companies would immediately commence the construction here of elevators. This means not only the expenditure of large sums of money in their construction and in their operation, but the establishment of a grain market similar to that of Chicago or Duluth, and without doubt this then would soon be the wheat market of Canada. There is now, even without the question of independent elevators, no reason why all the grain business of Western Canada should be done in Winnipeg, and if the Winnipeg dealers cannot be induced to locate their headquarters in Port Arthur, then others should be encouraged to come here and establish the market where nature intended that it should be, and where man will eventually put it. Port Arthur must be the distributing point for the export trade and the speculative grain market of Canada.

THE HORSE POWER OF WHALES.

Sir William Turner, the present eminent professor of anatomy in the University of Edinburg, Scotland, has given much attention to the study of whales, their structure and habits. He estimates that the great Greenland whale (average length 50 feet) attains a maximum speed while swimming of 11 miles an hour, the "Finner" whale (maximum length 85 feet) often making 12 to 14 miles an hour. Sir William, in one of his lectures, said that he and Mr. John Henderson, of Glasgow, the well-known builder of the Anchor Line steamships, had spent much time in trying to arrive at a satisfactory conclusion as to the horse-power exerted by large species of the whale in making a speed of 12 miles an hour. As a base for their conclusions they took the size and dimensions of a great "Finner", which was stranded on the Scotch coast some years ago. It was 80 feet long, weighed 74 tons, and had a tail which was 20 feet across at the extreme end of its flanges. With these data, they calculated that a whale of the dimensions mentioned in order to attain a speed of 12 miles an hour must exercise a propelling force of 145 horse-power.

LAKE COMMERCE.

STATISTICS OF LAKE COMMERCE FURNISHED BY CHARLES H. KEEP, SECRETARY LAKE CARRIERS' ASSOCIATION, BUFFALO, N. Y., TAKEN FROM A REPORT ON THE "COMMERCE OF THE GREAT LAKES," FOR THE YEAR 1890, NOW IN COURSE OF PUBLICATION IN THE BUREAU OF STATISTICS, TREASURY DEPARTMENT.

The remarkable growth of the lake traffic during the past five years, the rapid changes which have taken place in the character of the vessels employed, the increasing prominence of lake transportation as a factor in the movement of grain and flour to the seaboard, of iron ore to the furnaces, and of coal to the people of the west and north-west, have recently called attention to the lake commerce. The following statistics relating thereto will give some idea of the true proportions of the traffic, the instrumentalities by which it is carried on, and the remarkable saving in cost of transportation which insures to the benefit of the people of the United States from the use of the lake waterways.

There was carried on the Great Lakes during the year 1890, 20,295,959 tons of cargo in the United States coastwise trade 2,003,047 tons of cargo in the United States foreign trade, making the aggregate cargo tonnage 30,299,006 tons. Perhaps the best way to realize the significance of this total is to convert it into railroad car loads. If the freight carried on the Great Lakes in the United States, coastwise and foreign trade during the season of navigation of 1890 were loaded into railroad cars of fifteen tons capacity, the cars so loaded would

cover 13,466 miles of railroad tracks. In other words, the freight carried on the Great Lakes in a single year would cover four tracks stretching from San Francisco to New York with continuous lines of fully loaded cars, and there would be a sufficient amount left over to cover in the same way two additional tracks from New York to Chicago. If we analyze the freight traffic of the Great Lakes, we see at once how important a place in the business of the country the lake transportation fills. During the season of 1890 more than 9,000,000 tons of iron ore were moved by the lake route from the vicinity of the mines to the vicinity of the furnaces. This ore was carried by water an average distance of six hundred miles. But for the water route it could not have been carried at all, and it is perfectly safe to say that the ore mines of Lake Superior could not have reached their present development but for the cheap transportation which the lake route affords. Here, therefore, we have one of the most important industries of the country, one whose prosperity is most often used to serve as a measure of general business prosperity, which is to a great degree dependent upon lake transportation.

The total production of iron ore in the United States in the year 1889 is stated by the census office at 14,518,041 gross tons. Of this amount the Lake Superior district produced 7,516,014 gross tons, or more than all the rest of the United States. In 1890 the Lake Superior region produced 9,003,701 gross tons of ore, an increase over the previous year of 1,500,000 tons. Of the 9,000,000 tons mined in 1890, 8,155,000 gross tons sought transportation to the furnaces by the lake route. The growth of ore transportation on the Great Lakes is shown by the following comparison: 1886, 3,493,188 tons; 1890 8,155,324 tons.

A full understanding of the freight services rendered by the vessels on the Great Lakes can only be arrived at by taking into account the long distance over which the lake freight is carried. The official report of the St. Mary's Falls Canals, shows that during the year 1890 the freight which passed the canal was carried an average distance of 797.2 miles. Multiplying the amount of freight carried by the average distance of carriage, we find the total ton mileage of Lake Superior traffic for 1890 to be 7,207,655,003 ton miles. * * *

The official report of the St. Mary's Falls Canal for the year 1890, states the value of the cargo passing the canal at $102,214,943. As the Lake Superior traffic is thoroughly representative in character, we may fairly use the same valuation per ton on the entire lake traffic. Upon this basis the cargo carried on the Great Lakes during the year 1890 had a value of $342,522,290. So much for the volume of traffic on the Great Lakes. * * *

That the present low cost of lake transportation has become possible only through improvements made from time to time in the lake channels permitting the operation of the largest vessels which comprise the present fleet, is shown by the following tables.

In 1890, the average rate of lake freight on a bushel of corn between Chicago and Buffalo was 1.9 cents; in 1871, the same service cost 7½ cents a bushel, in 1859 it cost 15¾ cents a bushel. The average season rate on coal from Buffalo to Duluth and Superior in 1890 was 39.4 cents per ton, and in 1891 31.8 cents per ton. From November 10, 1891, to the close of navigation, coal was carried from Buffalo to Duluth, a distance of a thousand miles, for 10 cents per ton. In 1891 the rate on coal by lake from Buffalo to Chicago during almost the entire season was from 40 to 60 cents per ton and the average season rate was 56 cents per ton. In 1887 the average rate was $1.05 per ton. In 1867 it cost an average of $4.25 per ton to carry iron ore from Escanaba to Lake Erie. In 1870 the same service cost $2.50; in 1889 $1.13, and in 1891 82 cents. During the season of 1891 the rate from Escanaba to Lake Erie ports was at times as low as 55 cents per ton.

The lake fleet and shipbuilding on the Great Lakes in 1891 * * *

The report of the Commissioner of Navigation gives the following figures showing the number of vessels and tonnage on the Great Lakes June 30, 1890.

Number of vessels	3,510
Tonnage	1,063,063

Of these vessels, 272 were steamers of more than one thousand not registered tons. The combined fleets of the Atlantic and Gulf coast, the Pacific coast and the western rivers contained at the same time only 207 steamers of more than 1,000 tons register. The aggregate tonnage of these large steamers on the Great Lakes was 439,787 tons, exceeding the combined tonnage of this character in all other parts of the United States by more than 130,000 tons. The growth of the lake fleet during the past five years is best shown by a comparison between the Inland Lloyd's Register for 1886 and the same publication for 1891. This register is prepared annually by the marine insurance companies doing business on the lakes. It contains the names, tonnage and value of all the vessels which form the real business fleet of the lakes, and which are classified for insurance purposes. It excludes a large number of steam canal-boats, small tugs and sailing vessels which really form no part of the carrying fleet. According to Inland Lloyd's Register for 1886, the business fleet of the lakes on December 1st of that year consisted of 1,997 vessels with a tonnage of 634,552 tons and a value of $30,597,450. The register for 1891 shows that on December 1st 1861, the business fleet of the lakes consisted of 2,125 vessels with a tonnage of 870,981 tons and a value of $57,054,750. The lake fleet has therefore nearly doubled in value in the short period of five years. Still more surprising is the change which has taken place in the size and material of the vessels. The register of 1886 shows only 21 steamers on the lakes having a not registered tonnage over 1,500 tons. The register of 1891 shows 126 such steamers. The register of 1886 shows a total valuation of steam vessels of $22,047,200. The register of 1891 shows a total valuation of steam vessels of $49,543,750. December 1st 1886, there were on the Great Lakes only 6 steel vessels, with a total tonnage of 6,459 tons and a valuation of $694,000. December 1st 1891, there were 89 steel vessels with a tonnage of 127,624 tons and a valuation of $14,502,550. Of these 89 steel vessels, 70 are steamers and the average value of each of these steamers exceeds $190,000. * * *

Forty-five vessels are now building or are under contract in lake shipyards. All are to be ready for use early in the season of 1892. Of these 45 vessels, 32 are of steel and 40 are steamers. The total value of this fleet now building is $4,896,000. The average carrying capacity of all coarse freight steamers now building is 3,200 tons, while the average carrying capacity of the ten largest coarse freighters which were in process of building only one year ago was only 3,652 tons. The vessels now being built are being built for the future as well as the present. They can load safely down to a draft of 18 or 19 feet and many, as soon as the lake channels will permit, can safely carry cargoes of at least 1,000 tons each more than their capacity on the present available draft.

TREASURY DECISIONS RELATING TO VESSELS.

REPAIRS TO STEAMBOAT.

Before the United States General Appraisers at New York, December 14, 1891.

In the matter of the protest 8899 b, of Mr. M. H. Folger, Jr., against the decision of the Collector of Customs at Cape Vincent, N. Y., as to the rate and amount of duties chargeable on certain repairs to steamboat, imported per Jessie Bain, August 4, 1891. Opinion by Lunt, General Appraiser.

We find that the steam propeller Jessie Bain was, on the 19th day of April, 1891, the property of the Thousand Island Steamboat Co., a corporation existing and organized under the laws of the state of New York, and was a vessel enrolled and licensed under the laws of the United States to engage in the foreign and coasting trade on the northern frontiers of the United States; that in said month of April, while making a trip from Cape Vincent to Kingston, she lost her propeller and was towed into Kingston, Canada, for repairs; that, as shown by vouchers in this case, from May 11, 1891, unto the 4th day of August, 1891, repairs, the cost of which amounted to the sum of $132.44, were placed upon said steamer in Canada, including the cost of a new propeller; that on the 4th day of August, 1891, entry thereof was made at Cape Vincent and duty at 50 per cent ad valorem was levied upon said repairs under the provisions of section 3114 of the Revised Statutes of the United States and paid by the owner of said steamer.

We further find that it was impracticable for said vessel to be repaired elsewhere than at Kingston, Canada; that the regular course or trips of said steamer were made between Cape Vincent, United States, and Kingston Canada, and that said repairs were made to enable said steamer to return to the United States in pursuance of her regular line business.

The steamboat company protest that said duties were wrongfully levied, said repairs being claimed to have been necessarily made in a Canadian port for the purpose of enabling said steamer to return to the United States.

Upon the facts found, the duty appears to have been lawfully levied, and if the steamboat company has any right to a remission thereof, it is a matter wholly for the consideration of the honorable Secretary of the Treasury under section 3115 of the Revised Statutes.

The protest is overruled, and action of the collector affirmed.

CIRCULAR—EMPLOYMENT OF ALIEN OFFICERS ON VESSELS OF THE UNITED STATES.

TREASURY DEPARTMENT, January 14, 1892.

To United States Shipping Commissioners: When a vessel of the United States is deprived of the services of an officer below the grade of master, and an alien officer is employed to fill his place, under section 1 of the act of June 26, 1884, or when a vacancy caused by the promotion of an officer is filled by an alien officer, under said act, United States Shipping Commissioners will write across the face of an alien officer's discharge a cautionery notice, as follows: "The bearer is not a citizen of the United States, but was engaged to serve as officer for the home voyage, under the provisions of the act of June 26, 1884."

These instructions are given so that such discharge may not be accepted by officers of the United States, or others, as evidence that the bearer is entitled to serve as an officer on vessels of the United States, after the date of the certificate of discharge. O. L. Spaulding, Acting Secretary.

PAINTER BROS., of the Pittsburgh Iron Works, Pa., claim that their launch Gwendoline is the fastest boat around Pittsburgh, and can make 17 miles per hour. She is 49 feet long by 7½ feet beam and has a 4 by 5 Roberts boiler and an 8 by 8 engine. When racing, they run 360 revolutions with a wheel having 69 inches pitch and exhaust in the stack with a heavy soft coal fire. They say the water level is perfectly steady with the engine running at this speed and the safety valve blowing off full at the same time, with a 12 inch fire being lifted off the grates by the force of the exhaust. They claim that they have used this boiler two years with muddy Ohio river water, and that the circulation is so rapid that the pipes are scoured on the inside, but have never given out nor a joint leaked.

Notes.

THE length of the Suez Canal is 92 miles; depth 26 feet, and it was thirteen years in construction. Tolls average $4300 per vessel. Steamers pass through in forty hours. For sailing vessels tugs are provided at a charge of $1,000 extra. The entire cost of constructing the canal was $85,180,000. The British government owns one-fifth of the shares of the canal, having bought 176,602 from the Khedive in 1876, for £4,976,600, being 12½ per cent premium. The coupons having been cut off, the Khedive pays the interest till 1892. The canal shortens the voyage between England and the East by one-third; that is, it enables two vessels to do the same work that would require three by the Cape of Good Hope.

THE Lunkenheimer Brass Manufacturing Co., at Cincinnati manufacturers of brass and iron steam goods, sight feed lubricators, glass, oil and grease cups, etc., are issuing to the trade a "Handy" valve calender for 1892. It is a 3½ by 6½ card, embellished with an embossed cut of the "Handy" gate valve, the lever to close and open being pivoted on the card showing *modus operandi*. When closed, "Investigate the Handy," appears on the gate; when gate is thrown open, is shown "The coming gate valve." On one side are the usual monthly tablets. The calender will be mailed to applicants on addressing the firm.

THE British steamship Missouri, Capt. Findley, owned by the Atlantic Transport Co., loaded last Saturday at New York the flour which generous Americans are sending for the relief of the starving Russian peasantry. Not only has the flour, about 2,800 tons of flour and meal, been given free, but it has been carried freight free by the railroad companies from the west to the coast, and the Missouri will transfer it across the ocean free of charge. The wharfage, towage and stevedoring work connected with this cargo have been done free of charge and the Berwind-White Coal Co. have given a large quantity of coal free for the use of the steamer on this voyage.

NAVAL officers are as vigorously opposing as the Revenue Marine officers are urging the bill for the transfer of the Revenue Marine to the Navy. A few years since the contending parties were as warmly antagonistic, but on opposite sides of the question to that which they now maintain. The Revenue Marine then objected to being swallowed up by the Navy, but are apparently quite satisfied now to lose their identity as an organization, for the benefits of retirement, etc. The Navy now sees no advantage in the transfer, and objects to overloading the retired list.

ADMIRAL WATSON, H. M. B. N., in a report to the British Admiralty, says that the shipbuilding firms in the interior of the United States, especially at Duluth, Milwaukee, Detroit, Cleveland and Buffalo have large shipbuilding plants and could in a short time build ships which could be easily converted into war vessels. The British Admiral is not the only person acquainted with shipping that is surprised at the wonderful development of shipping interests on the Great Lakes. Shipping men nearer home are astonished at what Western shipbuilders are doing.

CONGRESSMAN TAYLOR stated the question fairly and forcibly when he told the house committee on rivers and harbors that the day of light draught vessels on the Great Lakes had gone by, and that the greater the carrying capacity of lake steamers the more successfully could they compete with the railroads. He declared that the twenty-foot channel was no an improvement designed in the interest of the vesselmen, but in the interest of all the people who reap the benefits of a reduction in freight rates.

THE Roberts boiler which was put into the large steam yach Idler two years ago by the Detroit Boat Works has given such good satisfaction that they have ordered the duplicate boiler for the new yacht which they are building for Mr. Marc Hopkins. We understand this boiler is nearly ready for shipment.

A SHIP carpenter named Desgagne, who resides in St. Roches, a suburb of Quebec, has invented a hydraulic machine which he claims, when fitted in a ship, will navigate the largest ocean vessel at the rate of from 45 to 60 miles an hour.

THE Bethlehem Iron Company, of South Bethlehem, Pa., will exhibit at the World's Fair, Chicago, a battle-ship shafting 125 feet in length, guns, projectiles, an armor-plate ingot weighing 100 tons, and various naval appliances.

THE Gas Engine & Power Co. have the new steam launch for the New York city dock department nearly completed. She will have a Riley & Cowley engine and a Roberts boiler.

A NEW PUBLICATION.

"The New Northwest" is the heading on a four-page weekly which finds its way to our exchange table from Superior, Wis., this week. Messrs. Swineford & Larke, (the first-named being the editor,) are responsible for this apparently worthy enterprise emanating from the northwest terminal of navigation. In their salutatory our new friends attempt to apologize for the sparse make-up, owing to stock not arriving from the windy city, as per order, but it would seem to us that "The New Northwest" needs no explanation for its raison d'etre, as the excellent articles the first number contains, we take it as being but an earnest of more to follow. Major Brock's statistical report of lake tonnage, or such parts of it as was furnished to the Senate, is contained in its well edited columns, and we are much pleased to welcome our new friends in the arena of championing the rights of lake commerce.

The Marine Record.

ESTABLISHED 1878.

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IRVING B. SMITH. }
CAPT. JOHN SWAINSON, } - - - Proprietors.

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☞ Subscribers and others are respectfully invited to use the columns of THE MARINE RECORD for the discussion of pertinent topics and all matters relating to the welfare of the Lake Marine. N. B.—We do not hold ourselves responsible in any way for the views expressed by our correspondents. Contributions must in every case be accompanied by the full name and address of the writer, and be at this office not later than Wednesday morning.

Entered at the Post Office at Cleveland as second class mail matter.

CLEVELAND, O., MARCH 17, 1892.

THE friends of the deep waterway will be pleased to learn that the river and harbor committee are disposed to deal liberally with the measure and it is likely that half a million will be voted by this Congress to begin the work. The bill to report cargoes at intermediate ports introduced by Mr. Lind, is also favorably considered though its support is chiefly derived from a statistical standpoint.

A SPECIALLY constructed steamer for transporting railroad cars across the waters of the Great Lakes has been designed and patented by Captain Murch, Cleveland, O. Hitherto it has been found practicable to transport these cars only on one deck. This ingenious method of transportation consists chiefly in the movable stem which Captain Murch has successfully introduced in the construction of this novel type of railroad transfer ferry steamers.

THE action of the Buffalo Board of Councilmen in rescinding their former decision reducing the salary of the harbor master to $800 per annum., was, no doubt, the result of a commendable agitation on the subject by vesselmen. A good harbor-master is well deserving of good pay, while an indifferent or ignorant one is dear at any salary. There are qualified and experienced vessel masters hailing from each port on the lakes to whom these offices should be given, and the election of such a man at the port of Buffalo is putting the right man in the right place at a just and fair living salary. Other lake ports would do well in adopting similar measures.

IN a private communication received at this office from Chicago, complaint is made of the loose methods of issuing licenses now in vogue on the lakes. The examinations are conducted entirely *viva voce* and no standing of the efficiency or otherwise of the candidate is recorded, simply one man says all right and all right it is, and after lunch is p'raps a good time to get this all right humor on. As no two local inspectors are alike in their disposition and qualifications it is not to be wondered at that no two ports ask for the same requirements in candidates, hence, the suggestion of our correspondent that it is high time to put a stop to these "paper made steamboat masters and officers" at least on the Great Lakes.

THE permanent and variable currents gliding along from shores to mid lake, both as surface and under-currents, are no doubt responsible for many a vessel being stranded in thick weather. No other probable reason can be assigned for the many strandings which occur when vessels steer the same course that has carried them clear before. The Weather Bureau has now devised a means for determining the set and drift of this insidious enemy to the lake navigator, by means of bottle papers, and each shipmaster ought to take a personal interest in this matter, as it is only by their voluntary assistance that such information may be obtained. A letter sent to the Marine Agent at Cleveland asking for observation blanks and bottle papers, will, we understand, be promptly attended to.

THE House Committee on commerce have reported favorably the bill authorizing the construction of two revenue cutters for the lakes increasing their cost however, to $150,000 each. One of them is to have 450 tons displacement and to have a speed of fifteen knots an hour and all this for a $150,000, we had occasion to note that the amount originally asked for, viz. $275,000 for both vessels, was inadequate to meet the demands of strict specifications in the construction of this tonnage, the addition of $25,000 should be augmented by another recommendation requiring $50,000 more. Shipbuilders cannot be expected to impoverish themselves to obtain the honor of building even Government tonnage and it would be a matter of regret to see a repetition of the John Roach incident. Ordinary freight carriers may be built for much less money than special tonnage and where the latter is required liberal financial stipulations should obtain.

SPECIAL voting privileges ought to be extended to all those men whose occupation removes them from their native State during the pendency of an election. Not only are thousands of bright intelligent men sailing on the Great Lakes dis-franchised for this reason, but the same results obtain to a greater or less extent on the coasts of both the Atlantic and Pacific. The evil however is probably stronger on the lakes than elsewhere, as the majority of citizens sailing are compelled from the nature of their calling to lose their votes in elections, the outcome of which are of vast importance to their well being. It is not for us to devise a plan to obviate the existing conditions affecting the political leanings of the lake marine fraternity, yet, it is quite within our province to point out the injustice of barring out from the result of local, state and national elections so important a factor as the active sailing members of the lake marine community, and to others we leave the question of devising a means to overcome the unrepresentative method at present in use.

A MAMMOTH FREIGHT CARRIER.

The Detroit Dry Dock Co. besides holding their high reputation as lake shipbuilders, lead the United States in the dimensions of freight tonnage. A glance through the last official list of United States tonnage given in the blue book, fails to reveal a vessel under the Stars and Stripes of such lengthy dimensions as the Detroit Dry Dock Co. have just closed a contract to construct for the Shaw-Eddy, firm of Bay City, Mich., 362 feet 6 inches, 42 feet beam and 24 feet depth of hold are dimensions to open the eyes, of the world to the volume and importance of lake commerce, and figuring is now being done on a sister boat for another firm. All hail to the ship builders, owners and the commerce of these inland seas which permits of so gratifying a showing as the above.

WRECKING PRIVILEGES.

It is gratifying to note that even at this late date the Dominion Government has concluded to accept reciprocal wrecking privileges on the great lakes. We have pointed out from time to time the barbarity of the laws enforced during the past decade in this respect, and we may add that never a season has passed without an object lesson having been taught both nations.

It matters not what chain of circumstances brought about the strict enforcement of the boundary question a dozen years ago, the influences at work then have passed away, and as all the older vessel men are acquainted with the ancient history, a rehearsal of the facts would serve no good purpose. The spectacle of a vessel driving ashore in a hard gale, and assistance could not be rendered by willing hearts and hands to either vessel or crew until permission had been granted from the seat of government, was a feature highly derogatory to the comity of adjoining nations, and worthy only of a comparison with the history of the dark ages

On shore, a stranger within our gates commands that the ordinary courtesy of humanity be extended, and yet for years the United States and the Dominion of Canada have refrained from lending assistance to a vessel in distress, simply because the ground under her bottom was either one side or the other of the boundary line, and, further, this assistance or relief was denied the property and lives placed in jeopardy, by the laws of the country placing pains and penalties upon the offender thereof.

All this, it is pleasant to say, may now be spoken of in the past tense, as by the recent action of the Dominion Government reciprocal wrecking, towing and salvage courtesies will now be extended to vessels of each nationality.

There are no doubt those who still affirm that the reciprocal effect, so far as dollars and cents are concerned, is all on one side, on account of the citizens of the United States who are engaged in the business; having thoroughly equipped plants in readiness for all emergencies, thus virtually making over to these firms the international towing, wrecking and salvage work of the lakes but this is true only in a measure, and until Canadian firms place capital in the enterprise.

While the main feature of the reciprocal privileges is based upon a strictly humanitarian principle the most carping critic can have little or nothing to offer in argument against the beneficent measure, and only in the interests of Canadian wrecking firms can a dissentient voice be raised against legislation to succor those in distress.

It was simply a relic of the barbaric age to refuse aid to drowning mariners until their nationality had been ascertained, and apart from the wrecking courtesies, or combined with it, as the case now stands, the measures endorsed by the Canadian law-makers is wholesome and humane legislation.

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN AND NORTHWESTERN LAKES.

Two Harbors Light and Fog-Signal.

Notice is hereby given that, on April 15, 1892, a fixed red light of the fourth order will be exhibited from the structure erected on the point of land separating Agate and Burlington Bays, entrance to Two Harbors, Lake Superior, Minnesota.

The light will illuminate the entire horizon.

The focal plane is 78 feet above lake level, and the light may be seen in clear weather about 13 statute miles.

The light will be shown from a black lantern, surmounting a square red brick tower, 43½ feet high from base to focal plane. The tower forms a corner of a two story red brick dwelling, the roof of which is painted red.

The approximate geographical position of the lighthouse, as taken from Chart No. 36 (Lake Superior, No. 3) of the United States survey of the Northern and Northwestern Lakes, is:

Lat. North, 47° 00′ (53″.) Long. West, 91° 39′ (24″.)

Distances and true bearings of prominent objects are approximately as follows: Headland N. of Burlington Bay, N. E ¾ E. (N. 51° E.) 1½ statute miles. Granite Point, S. W. ⅛ W. (S. 47° W.) 7⅝ statute miles.

During thick or foggy weather a 10 inch steam whistle will be sounded, giving blasts of 5 seconds' duration, with alternate silent intervals of 17 and 33 seconds, thus:

Blast,	Silent interval,	Blast,	Silent interval,
5 sec.	17 sec.	5 sec.	33 sec.

The fog-signal house, located about 100 feet S. W. from the light tower, is a corrugated iron structure painted dark brown. By order of the Lighthouse Board:

JAMES A. GREER, Commodore U. S. Navy, Chairman.

Office of the Lighthouse Board, Washington, D. C.

EARLY NAVIGATION.

Special to The Marine Record.

CHICAGO, ILLS.—The first arrival of the season was the steamer City of Marquette, Captain Edward Stine from St. Joseph, Mich., with freight and thirty passengers on Tuesday March 15th. The little steamer was badly iced up, but made the trip in good time and without a casualty of any kind, leaving again the same evening at 11 o'clock with passengers and freight for St. Joseph. She is a steamer of 300 tons, built by H. B. & G. B. Burger, of Manitowoc, in 1890 and is a staunch well built, handy vessel.

A MEETING OF UNDERWRITERS.

Special to The Marine Record.

NEW YORK, Thursday, March 17.—A meeting of companies interested in lake underwriting is now in session in New York. The following companies are represented: Atlantic Mutual, Insurance Company of North America, Greenwich, Aetna, British and Foreign, Union Marine, Standard Marine, Mannheim, Reliance Marine, Marine, Sea Insurance Company, New York Marine Underwriters, Security, Detroit Fire and Marine, British America, London Assurance, Cincinnati Underwriters, Sun Insurance Company, St. Paul Fire and Marine, Manufacturers and Merchants, Providence Washington, Firemen's Fund, Northwestern National, Exchange Fire, Western Assurance, Orient, Michigan Fire and Marine. The feeling seems to be general that harmony should prevail amongst the companies and the reckless cutting of rates will not be repeated this year. Some slight changes will be made in the hull policy, and adjustments will be passed upon by a competent board, which will convene semi-weekly for this purpose. The tariff will be taken up at the meeting named for the twenty-second of March in Detroit. The outlook is gratifying, and the prospects assured for a sinking of all differences and the conducting of lake underwriting on business lines.

DEEPENING THE CANALS.

TORONTO, Ont., March 15, 1892.

Special to The Marine Record.

There is not much chance, after all, of the Dominion Government making a twenty-foot channel, which has no doubt been brought partially about by the action of the Canadian Marine Association. They, knowing that Colonel Denison would move for deeper water ways—sent a deputation to Ottawa to state to the Government that all their requirements would be served by a uniform fourteen-foot channel.

Colonel Denison moved yesterday in the House of Commons that

Whereas, The new United States Canal at Sault Ste. Marie is being constructed for a depth of eighteen feet; and, whereas, it is proposed in that country to deepen their canals on the great lakes to not less than twenty feet; and, whereas, the proposed increase in depth has already been made at the mouth of the Detroit river, in the opinion of this House it is expedient that the Soulanges canal and the other canals on the river St. Lawrence should be deepened to twenty feet."

The gallant colonel, who is a strong Torry government supporter, made an eloquent speech in support of his motion, but Hon. Mr. Haggart, Minister of Rivers and Canals, with a short eulogistic reference to the worthiness of Colonel Denison's motion, intimated that he was fully convinced that present waterways were sufficiently commodious for some time to come. After a considerable discussion by members of both the Opposition and the Government, Colonel Denison asked for leave to withdraw his motion, and the twenty-foot channel scheme was shelved. J. A. C.

U. S. SUPERVISING INSPECTORS OF STEAM-VESSELS.

The Government looks carefully after the safety of those who intrust their lives to steam vessels carrying the Stars and Stripes, and at least once every year the machinery of each vessel is inspected by one expert, and the hull and equipments by another. Besides, each master, mate, pilot and engineer has to undergo an examination to test his qualifications for a license. General regulations are made by the Government for the proper management of steam vessels, for the precautions which would otherwise rarely be taken, and for repairs which thrifty owners might neglect if they were not watched.

All of this important work is committed to the hands of the men whose portraits through the courtesy of the Buffalo *Express* are printed here—the Supervising Inspectors of Steam Vessels, and the Supervising Inspector-General, who are at least indirectly responsible for the lives of hundreds of thousands, and who have done much to relieve water travel of its dangers. Once a year, on the third Wednesday in January, these inspectors meet in Washington to make regulations for the year and to test devices invented for use on steam vessels, and in session they represent the highest attainments of marine skill which the nation can produce from the ranks of the mercantile marine. Each supervising inspector has charge of a district, for which he appoints a local board consisting of an inspector of hulls and an inspector of boilers, with an assistant for each when needed, and a clerk for the board. Over these he exercises a general supervision, listening to appeals from their decisions, making personal inspections, and enforcing the laws. Each receives a salary of $3,000, with traveling expenses, and each is appointed by the president for his knowledge and practical experience in the use of steam for navigation, although the inspectors have no limited term of office, changes with a new administration are not very common.

The Supervising Inspector-General, Mr. James A. Dumont, has held that office for fourteen years, and he earns his salary of $3,500 by superintending the administration of the steamboat inspection laws, presiding at the meetings, receiving reports and accounts, etc. Mr. Dumont was formerly captain of a Hudson river steamer.

One of the supervising-inspectors, Matt O'Brien, of New Orleans, was engineer of the famous Confederate cruiser Alabama, commanded by Capt. Raphael Semmes, which destroyed 66 Union vessels and $10,000,000 worth of property in the Rebellion and was finally sunk by the Kearsarge on June 9, 1864, after a desperate battle in the harbor of Cherbourg, France. Engineer O'Brien had to swim for his life and was picked up with Captain Semmes by the English yacht Deerhound. Mr. O'Brien was afterward the engineer of the Shenandoah, another Confederate cruiser which wrought havoc among the northern merchantmen. Alexander McMaster, of Buffalo, and Captain C. H. Westcott, of Detroit, are too well known to need any introduction to the lake marine at our hands, and as a body of men, the Supervising Inspectors form a handsome, intelligent cabinet of U. S. officials.

J. Ingle, Evansville. C. H. Westcott, Detroit. J. W. Oast, Norfolk. Matt O'Brien, New Orleans. J. D. Sloan, St. Paul. H. S. Lubbock, S. Francisco,
John Fehrenbatch, Cincinnati. George H. Starbuck, N. Y. City. J. A. Dumont, Washington. A. McMaster, Buffalo. Frank Burnett, St. Louis.

INSPECTOR-GENERAL DUMONT AND THE SUPERVISING INSPECTORS OF THE UNITED STATES STEAMBOAT SERVICE.

STILL AFTER THE TUG.

ST. CATHARINES, ONT., March 14, 1892.

To the Editor of The Marine Record.

In answer to the problem presented by Frank Henrich in your issue of February 25th, I send the following:

1. NNW 36 miles, then NE by E 384¾ miles, = 420¾.
2. N by E ¾ E 59½ miles, then NE by E 267¾ miles, = 327¼.
3. NE ¼ E 232½ miles. C. S.

The Rochester Transportation Co.'s boats, the propeller Northerner and schooners Boody, Morey and Mott, will be magaged in Rochester this season by C. H. Blakeslee, a member of the company.

CORRECT FIGURES FOR THE TUG PROBLEM.

MILWAUKEE, WIS., March 14, 1892.

To the Editor of The Marine Record.

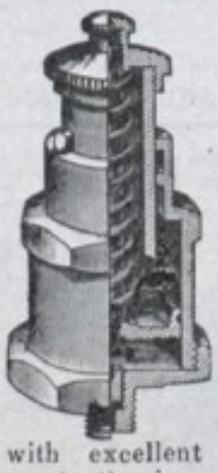
When receiving the issue of THE MARINE RECORD containing Mr. Henrich's problem, undersigned did not have occasion to give same the attention it deserved, which resulted in entirely wrong answers for the first and third instance, the second instance being the only one worked on correct principles. But as all the other contributors are more or less wrong in their answers, allow me space for following figures, verified by construction and trigonometrical calculation to be correct:

1. NNW, 36 miles; NE by E 384.56 miles — total 420.56
2. N by E ¾ E 59.2 miles; NE by E 266.31 — " 325.51
3. NE ½ E (N 48° 50′ E) 271.9 miles — " 271.9

The first and second answers are received on the principles used for second instance in last issue. The third is quite a difficult problem to work, as it is based upon dissolving an oblique-angled triangle, with one angle and one side known, and the other side's proportion to another also known, requiring the solution of an algebraic equation of the second degree, before the distance and course for B can be found by trigonometrical calculation.

But as this part of the problem is the one that has the most practical value, I will here give a method, through which any body can obtain a pretty close solution only by working it in a diagram. Call, as before; the place where B hailed the vessel = E, and the place where A was at the time = D. Then lay off from D, on the line of A's course, as many equal parts as A is making miles an hour, in this instance 9, and call the point thus received F. Then take between a pair of compasses as many of those parts as B is making miles an hour, in this instance 11, and with F as center sweep a circle. From where this circle is cutting the line ED draw a line to F, and parallel to this line draw a line from E, prolonging same until it intersects the course of A; this line indicates the course and distance B has to make in order to overtake A, using the shortest run. This rule is based on the fact that the whole distance B has to run is proportionate to the whole distance A will run, as the distance made by B in one hour, is to the distance made by A in one hour. When the course of A is known and also the original distance between the two boats, those proportions will determine the whole. ADOLPH L. FRIETSCH.

AN EFFECTIVE LUBRICATING CUP.



THE LACKAWANNA LUBRICATING COMpany, of Scranton, Pa., have met with great success in placing on the market their well known Compression Grease Cups. They claim to have the cleanest, most effective, and most economical device on the market for the lubrication of machinery bearings, and from the way their Cups are being distributed all over the country it would seem as though they have just grounds for the claim. The sectional cut herewith gives a very good idea of the construction of the "Lackawanna" Cup, in which is combined a positive force feed with a uniform pressure and perfect regulation. These Cups are used on all kinds of machinery bearings with excellent success, and the demand for them is constantly increasing. The Lackawanna Company have lately erected a machine shop and foundry where their lubricating devices are being turned out under their direct personal supervision. Nothing but first-class materials and workmanship are allowed to enter into their goods. They are always pleased to answer all inquiries, and give full particulars as to prices, etc.

A PAYING INVESTMENT.

Special to The Marine Record.

SOUTH HAVEN, MICH.—This prosperous and progressive little burgh is situated just eighty miles from Chicago and forty miles from the borders of the State of Indiana. It is the terminus of two railroads running east and south east, we have and one boat line to Chicago. The company owning the boat carried last year 12,000 passengers at $1 each, 3,800 tons of peaches at $10 per ton, besides a large amount of other fruits, merchandise and general freight, which, altogether, probably amounted to $20,000 more. Provided this estimate is not too large, they did a business of $70,000 with one boat costing less than $40,000, with the help of a small boat for a short time in the rush of the session.

The fruit growers are aroused to the injustice of the discrimination against them, they being charged $10 per ton for their freight, while business men get theirs carried for $3 per ton. They ask that peaches be carried for $5 per ton, which is nearly twice the charge on merchandise, and but little less than one-third the charge from California to Chicago on oranges, and $1 per ton more than the charge from Delaware to Chicago on grapes.

The fruit-growers are ready to pledge support to a company with good boats which will carry the fruit at that price. I believe that with proper facilities there will be fully 20,000 passengers carried this year and 50,000 during the World's Fair next year. Two boats costing $40,000 each, and drawing nine feet of water, if kept clean and well-manned, would get the entire business. A. E. BRIGGS.

OFFICERS APPOINTED.

The following is the list of officers appointed to the Goodrich Line for the season of 1892: Steamers, Virginia—Capt. B. Sweeney, Engineer G. P. Roth, Purser C. F. Canright; Indiana—Capt. E. Dorsey, Engineer Ray Flint, Purser H. Thorp; City of Racine—Capt. J. M. Gee, Engineer John Durr, Purser Wm. Herbst; Menominee—Capt. H. E. Stines, Purser Thomas Joyce; Atlanta—Capt. A. W. Rosman, Engineer B. Beerman, Purser F. Hughes; City of Ludington—Capt. John Raleigh, Engineer J. Bushman, Purser C. Sabin; Chicago—Capt. Geo. Wittie, Engineer Felix Nider, Purser E. Langrell; Muskegon—Capt. A. Gallagher, Engineer T. E. Dorey, Purser G. Schneiderman.

As a result of the argument made at Washington by Rev. S. Edward Young, the House Committee on Commerce has unanimously agreed to fix the pay of keepers of life-saving stations at $1,000 per year, and of surfmen at $75 per month for eight months in the year. Rev. Mr. Young is pastor of the Westminster Presbyterian Church at Asbury Park, and his visit to congress in behalf of the life savers was purely a labor of love. He spoke earnestly and eloquently before the committee, calling attention to the fact that, out of their meager wages of $50 per month, the heroic surfmen were compelled to buy uniforms, food and medicine; that they were separated from their families and exposed to the greatest danger and hardships at all times. So impressed were the members of the committee by Rev. Mr. Young's speech that they placed the pay of the keepers and surfmen even higher than he asked.

TREASURY DECISION.

TREASURY DEPARTMENT, January 13, 1892.

Sir: This Department is in receipt of your letter, dated the 29th. ultimo, stating that you have required the master of the American ship Undaunted to pay you the wages of the mate of that vessel who died at Rio de Janiero. Two hundred and seventy five dollars ($275) of the amount was exacted to cover wages supposed to have accrued from the date of the mate's death to the time of the subsequent arrival of the ship at your port, where the voyage ended.

The Department concludes that the decision in 1809 of the United States District Court for Massachussetts in the case of the ship Hazard Bee's Reports, 4411, rather than the various decisions to the contrary of the United States Courts, cited by you, as supporting your action, embodies the law governing the matter. In that case it was held substantially, that, by general principles of law, on a contract of hire, no compensation can be claimed beyond the death of the party hired; that the laws of Oleron, of Wisby, or the Hans towns, do not provide, that, in the case of the death of a seaman on a voyage, wages are recoverable beyond the time of his death; that the Consolate del Mare in case of an engagement by the month, and death on the voyage, expressly limits the wages to be recovered by heirs to the time of the death of the mariner; that the law marine has not been otherwise understood and received in England, but in regard to an engagement by the month, and death on the voyage, appears to be consonant to the Consolate del Mare; that the usage has been to make payment of wages in such case only to the time of the death of the seaman, and that the law maratime will not sustain a claim for wages by the legal representative of a seaman beyond the time of his death, when the engagement was by the month. (See also Carey vs. The Kitty and Owners Bee, 255).

It has been suggested that a different rule might be applied by the courts if the death resulted from the execution of an order by a shipmaster for a seaman to perform some act not in the line of his duty.

The rulings cited seem to have been recognized, impliedly, by Congress in many statutes since passed. Sections 4538-9, Revised Statutes, provide for a statement of the wages due a sailor in a foreign part, and for the payment of the balance of "wages due" to the shipping commissioner, but authorizes a consul under certain circumstances to require 'the wages' to be paid to him. The consul could not know what would be due if the wages ran until the end of the voyage. Section 45276, Revised Statutes, provides for the payment of wages to the time of the loss or wreck of a vessel and not afterward. Section 4527, Revised Statutes, provides for extra wages of one month on discharge at a foreign port prior to the expiration of the contract, without cause. Section 4528, Revised Statutes, declares that a seaman shall not be entitled to wages if he refuses to work, nor for any period during which he is lawfully imprisoned. Section 4582, Revised Statutes, authorizes on the sale of a vessel at a foreign port the discharge of the seamen, and requires payment of the wages then due. The Act of June 26, 1884, authorizes the discharge of seamen at a foreign port for a variety of reasons on payment of the wages which are due, or which may then be due. It is understood to have been the practice for many years to pay wages in such cases to the date of the seaman's decease only. You will take action accordingly, refunding to the master or other person entitled thereto the $215 eroneously received as wages accruing after the death of the seamen. If the amount has been paid into court, you will please notify the persons concerned of their right to petition for a refund of the amount exacted to excess. It is suggested that such petition should be immediate to forestall distribution, and that it should be drawn by youf free of charge.

Please report the final disposition of the matter. O. L. Spaulding, Acting Secretary. To U. S. Shipping Commissioner San Francisco, Cal.

HONORS TO AN AGED LIFE SAVER.

The friends of Joseph Francis, the inventor of the now universally used metallic lifeboat, which made him famous throughout the entire maritime world, has just celebrated his 91st. birthday anniversary at his home in Minneapolis, Minn. Mr. Francis was born in Boston Mass. He built the first lifeboat ever launched in American waters, and during his long and busy life invented no less than 27 different appliances, all life saving in their tendency. His most noted invention was the life car, the first one built, having in the winter of 1851, saved two hundred lives from the wreck of the British ship Ayrshire, which went ashore on the New Jersey coast during a blinding snow storm. This identical car is now on permanent exhibition at the Smithsonian Institution at Washington, D. C.

Nearly every crowned head in Europe has bestowed honors and titles on this life saving inventor. He was made honorary member of the Humane Society of London, and elected benefactor of the Imperial Shipwreck Society of France. All these ribbons, snuff boxes and medals, etc., together with the Star of Fame gold medal presented to him by President Harrison in accordance with the action of the Fifteenth Congress, have been turned over to the Smithsonian Institute.

December 6, 1891, Harry L. Watrous of Ashtabula set a pint bottle adrift, after placing inside it a note asking the finder to write him. Last week, he received a letter from Roy Crawford, of Clear Creek, Ont., Canada, saying that he had just found the bottle, which had been three months to a day getting across the lake, that is, providing it had been found directly after it landed on the beach.

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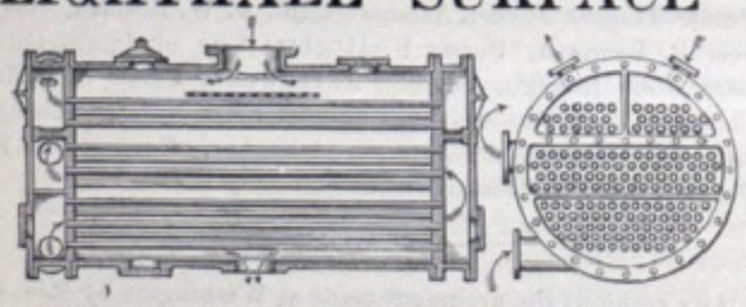

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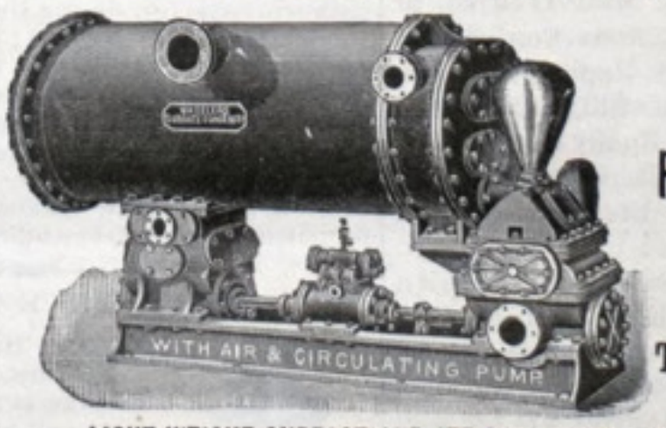

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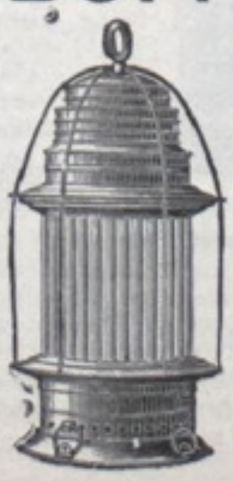

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